iii. Gandhidham-Palanpur Gauge Conversion Project. The investments made by the participants are as under:

— Rail Vikas Nigam Ltd. - Rs. 100 crore.

— Kandla Port Trust-Rs. 52 crore.

— Mundra Port - Rs. 40 crore.

— Gujarat Government - Rs. 8 crore.

Rail Vikas Nigam Limited is in the process of implementing certain projects through joint ventures.

(c) No, Sir.

(d) Does not arise.

Punctuality of trains

†2401. SHRI KALRAJ MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) the percentage of trains in the country which were running on time during the last one year;

(b) the percentage of trains which were late by one or two hours; and

(c) the steps being taken by Government to ensure the punctuality of the trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The figures for last one year of trains which were running on time is given in Statement-I (*See* below).

(b) Indian Railways do not maintain train running data in such a format. Data is maintained for trains lost in punctuality or not. These figures are given as answer to part (a) above.

(c) Statement-II is attached.

†Original notice of the question was received in Hindi.

Statement-I

Punctuality of trains running on time during last one year

Month	Broad Gauge	Metre Gauge
August, 05	93.0	96.7
September, 05	91.7	98.1
October, 05	92.5	97.8
November, 05	92.0	97.6
December, 05	88.4	97.7
January, 06	87.7	98.3
February, 06	90.8	97.8
March, 06	92.2	98.0
April, 06	91.7	97.3
May, 06	91.2	96.9
June, 06	91.8	97.3
July, 06	93.7	98.4

Statement-II

Steps being taken by Indian Railways to improve the punctuality of passenger carrying trains

1. Intensive, round the clock monitoring of trains at all three levels *viz.* Divisional, Zonal Head Quarters and Railways Board.
2. Launching of punctuality drives from time to time.
3. Running of trains at maximum permissible speed subject to observance of safety limits and speed restrictions.
4. Improvements in Time tabling to provide a clear path.
5. Improving in standard of maintenance of assets to reduce equipment failures.
6. Training, counseling and motivating staff to ensure punctual running.

7. Liaison with State Government to tackle the Law and Order problems and miscreant activities.

8. Whenever trains arrive late at terminals, attempts are made to start the trains right time by deploying more resources. Scratch rakes are often put into service. Issuance of Round trip Brake Power Certificates for distances of upto 3500 km., compared to 2500 km. earlier, are under implementation on a pilot basis, which has freed terminal space and contributed to improved punctuality.

9. Up-gradation of technology of track, rolling stock and signalling.

Gauge conversion

2402. SHRI KANJIBHAI PATEL:
PROF. ALKA BALRAM KSHATRIYA:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the progress made in respect of the work of broad-gauge conversion in different States of the country, zone-wise and section-wise during the last five years, year-wise;

(b) the details of the proposals/requests of the State Government of Gujarat received by Government with regard to the broad-gauge conversion; and

(c) the latest status thereof along with the period of pendency in respect of each such proposals/request of the aforesaid State?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The details of the sections converted to broad gauge in the last five years, year-wise, zone-wise and the State in which the project is falling partly/fully is given in Statement (*See* below).

(b) and (c) As per available records, details of requests received from Government of Gujarat for gauge conversion of rail lines and status thereof are as under:—